

# The China Mail

Established February, 1842.

Vol. LVIII. No. 9289.

九月一十年二十九百八十一英

HONGKONG, WEDNESDAY, NOVEMBER 9, 1892.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E. C.; GEORGE STREET & CO., 50, Cornhill; GORDON & GOVERN, Ludgate Circus, E.C.; HENRY & CO., 37, Walbrook, E.C.; SAMUEL DRAGON & CO., 100 & 101, Gresham Street; W. M. WILLS, 161, Gresham Street; C. R. ROBERT-WAYSON, 150, Finsbury Street.

PARIS AND EUROPE.—AMBERT-PHILIP, 36, Rue Laffitte, Paris; GARNIER, 26, Rue Laffitte, Paris.

NEW YORK.—J. SHERIDAN HAPPER, THE CHINESE MAIL, 101, CHAMBERS Street; L. W. COOPER, 59, West 23rd Street.

SAN FRANCISCO AND AMERICAN COAST.—BRAD & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOVERN, Melbourne and Sydney.

CHITON.—W. M. SMITH & CO., THE ANTHROPOLOGIST, Co., Colombo.

SINGAPORE STRAITS.—KELLY & VAUGHN, LTD., Singapore.

CHINA.—M. A. DA CRUZ, Amoy; R. MOAL & CO., LIMITED, Foochow; H. H. CO., LIMITED, LANTAU CHAIWAN; H. H. CO., LIMITED, KELLY & VAUGHN, LTD., Singapore; L. C. & CO., LIMITED, KELLY & VAUGHN, LTD., Singapore.

## Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-in Capital \$10,000,000.

RESERVE FUND \$3,000,000.

RESERVE LIABILITIES OF \$10,000,000.

PROFITS OF \$—.

COUNCIL OF DIRECTORS.—

T. E. DAVIES, Esq., Chairman.

H. H. HORSTIN, Esq.—Deputy Chairman.

Hon. James J. Bell, Mr. Julius Kramer, Esq., Irving.

U. J. Holiday, Esq.; D. K. Sassoon, Esq.; Carl Jantzen, Esq.; Gladie Slade, Esq.

CHIEF MANAGER.—

Hongkong.—F. DE BOVIS, Esq.

MANAGER.—

Shanghai.—J. P. WADE GARDNER, Esq., LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$200,000.

On Fixed Deposits.

For 3 months 3 per cent. per annum.

12 " 4 " up to \$200,000.

12 " 4 " on sums in excess of \$200,000.

F. DE BOVIS,

Chief Manager.

Hongkong, September 25, 1892. 1455

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

F. DE BOVIS,

Chief Manager.

Hongkong, August 1, 1891. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL \$1,000,000.

ISSUED CAPITAL \$600,000.

HEAD OFFICE—HONGKONG.

COUNCIL OF DIRECTORS.

D. GILLIES, Esq.; CHOW TUNG SHANG, CHAN KIN SHAN, Esq.; C. W. WOTTON, Esq.; KWAN HOK CHUEN, Esq.

Chief Manager.

Geo. W. F. PLATEAU,

Banker.

FAIR'S BANKING CO. LTD. AND THE ALLIANCE BANK (LTD.).

THE COMMERCIAL BANK OF SCOTLAND.

Yokohama.—W. T. F. MANAGER.

Shanghai.—C. J. GILLOWAY, Manager.

Amoy.—J. ANDERSON, Manager.

Current Accounts opened, Money received on Deposits, Drafts issued, Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months 5%.

12 " 6 " do. do. 4%.

12 " 8 " do. do. 3%.

Current Account 2%.

For rates of interest for other periods apply to the Manager.

Hongkong, September 24, 1892. 22

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Premiums for the Year 1891.

SHAREHOLDERS.—The above Company, when requested, furnish the Underwriters with a List of their Contractors, and the date of the 1st December last, in Order that the DISTRIBUTION of the PROFITS, referred to in Contractors may be ascertained. Premiums not rendered prior to the 1st of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

WILLIAM MATTHESON & CO.,

Fire Insurance Co., Ltd.

Hongkong, October 31, 1892. 197

## Intimations.

A. S. WATSON & CO., LIMITED.

A. S. WATSON & CO., LIMITED.

By Order,

JOHN A. JUPE,

for Secretary.

Hongkong, November 3, 1892. 1424

## Business Notices.

LANE, CRAWFORD & CO.

## L. C. & Co.'s Manila Cheroots SPECIAL QUALITY.

## Mild and Light-drawing.

In Boxes of 100, price \$2.75.

LANE, CRAWFORD & CO.

Hongkong, November 5, 1892. 1588

## NOTICE TO SHAREHOLDERS.

ACCORDING to a Telegram received from the HEAD OFFICE, an Interim DIVIDEND of 3% for the 6 months ending 30th June has been declared on the Preference Shares, this being at the Rate of 6% per annum.

The Dividend WARRANTS will be ready on the 5th instant.

The TRANSFER BOOKS of the Company are CLOSED till the 5th instant, inclusive.

ARNHOLD, KARBERG & CO., Agents.

Hongkong, November 3, 1892. 1839

## IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of GEORGE THOMPSON HOPKINS, late Manager in Hongkong of the Scottish Oriental Steamship Company, Deceased.

NOTICE is hereby given that the Honourable the CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 30th of November, 1892, the time for sealing in CLAIMS against the said Estate.

All Creditors and others having any CLAIM on the said Estate are hereby required to notify the same to the Undersigned before the said date.

Dated this 3rd November, 1892.

BRUCE SHEPHERD, 1940

Official Administrator.

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THE HOTEL, situated at a height of 1,950 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their Hotel in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.

The Rates for Board and Lodging during the WINTER MONTHS, from 1st November to 31st March, have been REDUCED as follows:—

One person, one day \$2.50.

Married couple, do. 3.50.

One person, one month 50.00.

Married couple, do. 85.00.

For full Particulars apply to

VICTORIA HOTEL.

Hongkong, October 25, 1892. 1873

## HONGKONG HOTEL.

Telephone, No. 32.

THE MOST CONVENIENT and BEST APPOINTED HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNGER conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTEL, at separate tables, is supplied with every delicacy.

The BRD-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open on spacious Verandas; are lighted by gas and fitted throughout with electric communicators.

The READING, WRITING, and SMOKING ROOMS, the BAR and PUBLIC BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A GRILL ROOM, where chops, steaks, &c., are served at any hour, adjoins the HOTEL.

WINE and SPIRITS of the Best Brands only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, October 21, 1892. 1842

## ROBERT LANG & CO.

## NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND SERGES.

TROPICAL TWEEDS, HOMESPUNS AND COATINGS.

TERAI HATS (ALL COLOURS) AND SUN HATS.

BOOTS AND SHOES.

WATERPROOF COATS AND UMBRELLAS, &c., &c.

Positively the Best Hair Dressing for Strengthening, Beautifying and Preserving the Hair, EDWARD'S LADS.

"HARLENE" POSITIVELY FORCES Luxurious Hair, Whiskers and Mustaches.

To Grow, I have a few Weeks, without Injury to the Skin, and no matter at what age, and under whatever circumstances, for hair to grow, whether it is short, long, dark, light, wavy, curly, or straight.

As a Curer of Weak and Debilitated Persons, it is a Remedy, and a Remedy that is quite safe.

The success of this Remedy is due to the fact that it is a Remedy that is quite safe.

It is a Remedy that

# THE CHINA MAIL.

No. 9280.—NOVEMBER 9, 1892.

## Entertainments.

HONG KONG AMATEUR DRAMATIC CLUB.  
THE above CLUB will give TWO PERFORMANCES

IN HONOUR BOUND,  
AND  
ON BAIL,  
on  
SATURDAY, 12th November,  
TUESDAY, 15th November,  
at the  
THEATRE ROYAL,  
CITY HALL.

Doors open at 8.30 p.m.  
Performances at 9 p.m. precisely.

Tickets can be obtained at Messrs. LANE,  
CRAWFORD & CO.'s on and after Tuesday,  
the 8th November, at 11 a.m.

Dress Circle and Stalls..... \$2.00.  
Box Seats..... \$1.00.  
Hongkong, November 4, 1892. 1902

## Mails.

CANADIAN PACIFIC RAILWAY CO.'s  
ROYAL MAIL STEAMSHIP LINE,  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.  
(SUBJECT TO ALTERATION.)

Empress of India | Wednesday | Nov. 30/92  
Empress of Japan | Wednesday | Dec. 28/92  
Empress of China | Wednesday | Jan. 26/93

THE R. M. S. EMPRESS OF INDIA,  
Lieut. O. P. MARSHALL, R.N.R., Com-  
mander, sailing at Noon, on WEDNESDAY,  
the 30th November, with Her Majesty's  
Mails, will proceed to VANCOUVER, via  
SHANGHAI, KOBE, INLAND SEA and  
YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars).  
From HONGKONG, FIRST CLASS.

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Counterpart had been caused during the last two days amongst the native community, the centre of attraction being the office of the *Chinese Mail*. As the other native journals had published inaccurate telegrams concerning the successful candidate at the trial of Peking examinations, the anxiety for correct information brought large numbers of Chinese to the office of the *Chinese Mail*. The correct telegrams, which were received by the *Chinese Mail* direct from Peking, were eagerly awaited by crowds, and no less than 8000 slips were printed and supplied to subscribers and the public. Fourteen of the successful candidates had come from Canton Province, and some of these have telegraphed individually to their friends in Canton City conveying the good news.

The Sanitary Board will meet to-morrow afternoon. The following are the orders of the day:—

1. Petition from Pablo Webster praying that they be allowed to continue using the premises for the manufacture of soap. 2. Petition from Salt Fish Merchants praying that the police serve on them a summons arising from their operations be withdrawn.

Agenda.—1. Mortality Returns for the weeks ended the 29th October and 5th November, 1892. 2. Minutes from Honorable Colonial Secretary concerning a Coal Depot for Kauling. 3. Report by the Surveyor regarding the condition of the drains of houses Nos. 64 to 74, (even numbers) Market Street; 13 to 31, (odd numbers) Pound Lane; 1 to 8, Fuk On Lane; and 1 to 8, Ping On Hoon.

It is now definitely announced (writes the American Correspondent of the *N.Y. Daily News*) that Mr. Von Hannenken has terminated his engagement with the Chinese Government, and that he has done so under circumstances similar to those under which Captain Lang retired, a victim to a strong combination of envy, ignorance, and intrigue.

A correspondent of the *Glasgow Herald* says:—I learn that Mr. Demetrius Bouler is preparing for publication an abridged edition of his History of China. The work was originally published in single volumes, the last appearing about six years ago. It consists of three parts, volumes, which are much more than the "average reader," however, voracious, can digest, and the time is believed to have come when public interest in China warrants the preparation of a shorter history of that country. Mr. Bouler had decided to abridge his great work so as to bring it within the compass of a moderate volume.

The *N.Y. Daily News* Tientsin correspondent writes:—The appalling loss of the *Zebulon* has been the one theme of conversation here for some time past; with the usual bad luck which obtains when we are all on the tenter-hooks of anxiety, the steamer with the local mail were delayed at the Taku bar, and only on Sunday, 23rd October, had we any news in detail of the tragedy. There has been much comment in Tientsin on the good fortune of Sir John Walsham and his family; they rubbed through Tientsin in a hurry to catch the doomed ship, but just missed her. Tientsin cargo on board was fully recovered.

According to Mr. Wolfe-Murray, District Judge of Ciddapah, we should expect ourselves on the prevalence of atrocious crime in the island. We have generally understood that starvation led to crime, but we have evidently been misinformed, for according to the gentleman in question, it is when people get fat that they rise to the occasion and knock their fellowmen on the head. Mr. Wolfe-Murray is a man a good many years before his time, says the *Repose* Times, and will only be understood and appreciated long after he has passed away from an ignorant world.

We hear the rumour again bruited (says the *Star Free Press*) that the Kora railway contractor is pressing the Siamese hard for the contract to build the long-disputed Water Works for Bangkok. We are not informed, how willing the Siamese are to let out such a contract, but we may say that we have before pointed out that the Kora Contractor is in an excellent position to carry out the work. He has engineers and crews on the spot and would probably be able to carry out the work as cheaply as any contractor the Siamese might employ. The experience gained in Ceylon would prove a valuable guide and prevent mistakes that a contractor new to work in the East might commit. We shall hope to hear that such a work has been determined upon and that whoever obtains the contract there will be no need of "greasing" Hobson's palm; or the Siamese may have a "Water Scheme" to keep the wretched "Tender Question" company.

At the Press Club the other night Mr. B. H. McGurk, an American reporter, gave an interesting description of his ability to type rapidly on a typewriter. His first attempt to teach the art was at the time for six good men to come to the head of the party, resulted in a speed of 147 words a minute. In another trial the speed reached only 138 words; but later in the evening Mr. McGurk succeeded in writing the above sentence thirteen times in a minute, or a speed of 208 words. From dilation the operator turned out 102 words, and manufactured blindfold 117 words. Two hundred words, dictated from a rather tough Parliamentary paper, were written at the rate of 98 a minute and a short speech by a member of the club at about the same rate, and with only one error. The writing in every case was uniformly neat and even-backed. Mr. McGurk did not pretend to be able to take dictation Parliamentary speech with his typewriter, and the object of the exhibition was, I suppose, to give a specimen of Mr. McGurk's phenomenal power of manipulation.

At a numerically attended meeting of the East India and China Trade Section of the London Chamber of Commerce held on the 8th ult. under the presidency of Mr. Hugh M. Matheson, it was resolved, on the motion of Mr. James M'Andrew, seconded by Mr. W. Patterson, "That the East India and China Section of the London Chamber of Commerce recommend the Council to urge upon her Majesty's Government the desirability of adopting, in concert with the other European powers, a general system of fiscal and commercial policy, to give effect to the principles of Mr. McGurk's phenomenal power of manipulation."

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#### LOSS OF A SHANGHAI STEAMER.

A telegram was received here yesterday stating that the Shanghai steamer *Feims* had sunk after being in collision at Wusung with the *Zhangkow*, one of Messrs Butterfield and Swire's steamers.

The *Feims* is a British steamer of 778

tons, belonging to the Shanghai M. S. N. Co. and commanded by Capt. Leask. She left Shanghai for Chefoo on 22nd October, returning as the *Surat* (English Mail) left a few days since, it is presumed, about the same time as the *Feims* was to have been again on her way to Foochow when the collision occurred.

#### THE LOSS OF THE *GRITNA*.

STATEMENT BY THE THIRD MATE.

This morning, thirteen men, forming

part of the crew of the ship *Gritna*, which was wrecked on the Riffoush Shoal on October 25, were brought here from Saigon by the steamer *Pakson*. Particulars of the voyage and of the wreck were furnished to our representative by Mr. W. Baker, third mate, who was interviewed at the Sailor's Home.

The *Gritna* was one of a large fleet of sailing vessels belonging to Messrs Gathrie, Macmillan, Hood and Co., Glasgow. She was 1657 tons register. After loading 2400 tons of Cardiff coal at Barry Docks, for the Admiralty at Hongkong, she sailed from Cardiff Roads on Oct. 9th last and had a fair voyage round Cape of Good Hope. Singapore was passed on October 19 and light winds and calms were encountered till October 23. For two days the weather was equally a moderate sea running the while, and on the evening of October 24 a heavy squall put the vessel astern. She was put on the starboard tack and about five o'clock next morning she was again struck by a heavy squall. However, she came up to her course, which was North, and almost immediately afterwards struck upon a sunken coral reef. It was getting light at the time, but neither the lookout nor the mate saw the slight indication of the reef, and the vessel struck, while Captain *Gritna* was under the impression that he had passed the *Feims*.

Shik Tai Hi said one of the men used to be a fisherman on the same fishery, and about sixteen years ago. The master of this junk said the defendant two tools of silver. Complainant intended to buy the boat and the business, and informed defendant that if he did so he would make himself responsible for the payment of the two tools.

The master gave up the business, which was not acquired by the complainant, and the defendant got employment in another fishing junk. Yesterday afternoon, complainant met the defendant with two men in Tuit Hoong; complainant was set upon, captured and taken on board a junk, defendant demanding payment of the two tools with interest at the rate of 10 cents per month per cent for sixteen years, bringing the sum about \$40. Upon complainant stating he had no money to pay, an attempt was made to tie him up. He struggled hard, and was then thrown into the hold, and told that unless the master was forthcoming, he would be carried off to Chinese territory.

Sergeant McNab stated that he received information of the capture of the man, and going on board the junk early this morning he found the complainant in the hold, almost suffocated by the heat.

The leader in the affair was fined \$10, with the alternative of a month's imprisonment, and was bound over in one sum of \$25 to keep the peace as against the complainant for six months or to be committed to prison for six weeks. His three companions were each fined \$1, and were each bound over to keep the peace under one sum of \$10.

#### OUTRAGEOUS CONDUCT OF AN AMERICAN SEAMAN.

Mr. Wodehouse heard evidence to-day in a charge brought against Charles Jones, an American seaman, at the Magistrate this morning. Jones was charged with shooting with a revolver Private W. Payne, 1st Shropshire Light Infantry, on the 2nd inst., with intent to kill the complainant grievously bodily harm.

Private Payne said he came out of the Canton to Murray Barracks along with the accused about 9 p.m. on the 2nd instant. After going about fifty yards in the direction of the Naval Dockyard, Jones pulled out a revolver, and pointing it at complainant fired a shot which hit him in the stomach. He made a rush at Jones, who fired another shot, which struck witness on the hip. Witness started to run to the Naval Dockyard for assistance, and Jones fired two shots which failed to take effect. There had been no quarrel. Jones had nothing to do with Jones in the Caucasus and did not know what had led to the assault.

John Robert Gile, able seaman, R.N., of the *Delta*, Kowloon, witnessed the shooting. He knocked down Jones who had the pistol pointed at him. Catching Jones by the throat he held him down on the road, took the pistol from him and handed it to Mr. Bohm.

Paul Bohm, proprietor of the Windsor Hotel, was driving towards Wan Chai when he saw the flash of the pistol, and on approaching saw Jones raise the pistol and fire the last shot. He jumped out of hisrickshaw and went to the assistance of the previous witness.

The prisoner said he knew nothing about the affair.

Mr. Wodehouse remanded the case till Monday.

#### CORRESPONDENCE.

##### SHANGHAI AND THE BOKHARA FUND.

To the Editor of the "CHINA MAIL."

Sir,—Referring to the article which you reproduced last evening from the *Shanghai Mercury* on the above subject, I think the severe scathing administered to H. E. the Governor and Mr. C. P. Chater is richly deserved. Shanghai may rest assured that the sentiments these gentlemen expressed are not shared by one in a thousand in Hongkong. The last man who should presume to speak on behalf of Hongkong is only Mr. Chater. As an old resident of Hongkong, read with interest the disturbance created by the *Shanghai Mercury* to Shanghaio just complained of. Yours &c.

COMMON SENSE.

Hongkong, November 9, 1892.

#### NOTES FROM PEKING.

(From a Correspondent.)

There seems every reason to think that he suffered from floods during the present winter, in a large section of Chihli; and in seven or eight counties of Shantung South of the Yellow River, will be equal to that in any former inundation. The impression is apt to prevail that these devastations are much worse now than they used to be, the truth being that it is only within twenty years or so that the attention of foreigners has been attracted to them.

The cause, minutely described in former communications, have always been at work, and they have always been allowed to run riot just as now, and for the same reasons.

One of Father Hu's volumes he gives details of an eruption of refugees from Yellow River floods, into Peking itself, when, of course, the Emperor was obliged to take some steps for their relief, which he did by sending a few thousand men to move it, so the shafts were altered and a mole built in. But the wheels could not stand the bad roads, and were replaced by stronger ones. The spring top was always striking obstructions, and was discarded for a bamboo frame-work; the iron rails were away at the ends so that the wheels were inclined to one another at the angle of the ribs of

bitter fruit, and are dealt with in the same temporizing way. We wonder whether the same will continue to be the case in the year 2122!

The Government would no doubt be glad to have all this misery and mischief stopped, but Poverty and Plunder prevent any positive active effort, and besides no one knows what to do. The first step ought undoubtedly to be to be careful and compact an inquiry into the cause of the accident for thicker ones, the gauge of the roads, a cloth covered with a foreign cloth, a box pat under the seat, a bench provided for mounting, and a brace to hold the shafts up, harness for a second mule, and a few other details, after which the Japanese carriage (with unpaired identity) was found to be a great success, and has for some years exemplified the decided proposition, that some things can be done well as others!

#### THE COMMODORE OF THE WORLD'S FAIR FLEET.

##### A MAN ONCE WELL-KNOWN IN HONGKONG.

Those of our readers who can go back to Hongkong reminiscences of over twenty years will remember Captain Clark, of the steamer *Susonada*. That vessel, which was perhaps the fastest on the Shanghai-Hongkong line of her day, touched ground somewhere between Shanghai and this port, and residents were puzzled one morning to see the rakish-looking craft careering from one end of the Harbour to the other at full speed; and then going straight for the Dock at Kowloon. It was afterwards found that Captain Clark had kept his vessel under full steam, as the authorities have, wandering, been powerless to keep the price down, and against the late normal price of one dollar for five piculs, only two piculs now can be obtained for the same money. This is looked upon as a very serious matter, and one that it is hoped may pass over without trouble.

The *Susonada* was a piece of iron.

# THE CHINA MAIL

(No. 2289—November 2, 1892)

## Mails

## Mails

## Intimations.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

SHIPPING IN CHINA, JAPAN,  
MANCHURIA & CHINA  
WATER.

WHAMPOA  
Fangtou  
Devawong  
Fu-Ping  
Gleneng  
Kaifeng  
Kwang Lee  
Taisung  
Triamb  
Woosung

AMOY  
In port on November 1, 1892.

MERCHANT SHIPS.

Chang-Hock-Kian-British  
Chiyuen-Chinese  
Glenahle-British  
Haitan-British

MERCHANT SAILING VESSEL.

Alice Mary-British  
Luzon-American  
Nanaimo-British  
Sun Kolo-British

KOOCHOW  
In port on November 2, 1892.

MERCHANT SHIPS.

Airie-British  
Haeskin-Chinese

Georgetta-American  
Sebastian Bach-British

SHANGHAI  
In port on October 31, 1892.

MERCHANT SHIPS.

Agamemnon-British  
Bendin-British  
Carmarthenshire-British  
Cass-Chinese

Feiling-British  
Fushun-Chinese

Kiangkwan-Chinese

Kiangyung-Chinese

Kobe-Marine

Kung Wo-British

Ningpo-German

Fochus-British

Fingal-British

Friar-British

Saghalien-French

Smith-Chinese

Taiwo-British

MERCHANT SAILING VESSEL.

Anglo Indian-British

Arizona-British

Estelle-American

G. H. Wappens-British

Hilda-British

Mary L. Stowe-British

Polyamnia-Sweden

Sigurd-Norwegian

NAGASAKI  
In port on November 2, 1892.

Koraki Maru-Japan

YOKOHAMA  
In port on October 29, 1892.

Arctic-British

Diana-American

Emeralda-British

Midshipper-British

Norwell-British

Peterborough-British

R. L. Balkyn-American

Th. MacLellan-British

HONGKONG  
In port on November 1, 1892.

Augusta-American

Wildwood-British

MANILA  
In Port on October 17, 1892.

MERCHANT SHIPS AND SAILING VESSELS.

Armidale-Austrian

Athlone-British

Califia-British

Commo-British

Howard-Tropic-British

Kowshing-British

Marcobout-British

Muster-British

Obey-Saxton-British

Salvadora-Spanish

St. Domingo-Spanish

Tamar-E. Marshall-British

Warder-British

Zafiro-British

ELLEZO  
MERCHANT SAILING VESSEL.

Amigo-American

Composit-Dutch

Palma-British

CEBU  
In port on October 27, 1892.

MERCHANT SAILING VESSEL.

Pinchon-American

Tobique-British

HONGKONG  
In port on October 27, 1892.

MERCHANT SAILING VESSEL.

Bu Pan-British

NO. 2289—November 2, 1892

Printed and published by G. M. Moore

Editor of the China Mail Office

W. Thomas Street, Hongkong

NOTICE  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAISE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSHALLS, LONDON,

HAVRE AND BORDEAUX,  
ALSO

PORTS OF BRAZIL AND LA PLATA,

ON WEDNESDAY, the 16th November  
1892, at noon, the Company's S.S.

GALLOPON, Commandant ELDING,

with MAILED, PASSENGERS, SPECIE  
and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered at  
London, New York, Boston,  
Baltimore, New Orleans, Galveston & South American  
Ports.

The Company's STEAMERS will call  
at SOUTHAMPTON to LAND PASSENGERS  
AND LUGGAGE.

N.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VORONTZOFF'S CELEBRATED  
BINOCULARS AND TELESCOPES.

BRITISH & FRENCH COMPAGNIES  
ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS.

English Sailor & Electro-Plated Ware,  
Christie & Co.'s Electro-Plated  
GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS  
AND  
DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON  
PATTERNS, at very moderate prices.

For further Particulars, apply to

MELHORNS & CO.,  
Agents.

Hongkong, November 2, 1892. 1909

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA AND SAN  
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

PARIS, FRIDAY, NOVEMBER 1, 1892.

YOKOHAMA, SATURDAY, NOVEMBER 2, 1892.

NEW YORK, SUNDAY, NOVEMBER 3, 1892.

THE U. S. MAIL Steamship PERU  
will be despatched for SAN FRANCISCO,  
OCTOBER 24, 1892.

THE PRIVATE Hotel heretofore carried on  
in WINDSOR HOUSE has now been  
removed to CONNAUGHT HOUSE.

Rooms under European management.

Each Bed-room has its own Bath-room.

Hot and Cold water. Passenger Elevator  
to all Floors.

Charges from \$2 per day upward.

Special Rates for Families or Permanent  
Boarders. Offices and Rooms to let Un-  
furnished, and Rooms with or without  
Board, by day or month. Apply at the  
Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1534

RATES OF PASSAGE TO OVERLAND  
CITIES, FIRST CLASS.

DESTINATION.

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